

## WEATHER FORECAST.

Partly cloudy and moderate temperature to-day and to-morrow.  
Highest temperature yesterday, 74; lowest, 64.  
Detailed weather reports will be found on editorial page.

VOL. LXXXVI.—NO. 347.—DAILY.

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NEW YORK, SATURDAY, AUGUST 12, 1922.—ENTERED AS SECOND CLASS MATTER.

POST OFFICE, NEW YORK, N. Y.

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THE BEST IN ITS HISTORY.  
The New York Herald, with all that was best of The Sun intertwined with it, and the whole revitalized, is a bigger and better and sounder newspaper than ever before.

## HARDING GETS POWER TO REGULATE TARIFF ON FLEXIBLE SCALE

Senate by Vote of 36 to 20 Passes Measure With Many Restrictions.

### TIME LIMIT IS FIXED

Amendment Applies Only to July 1, 1924, Figured as Time of Crisis.

### BOARD TO COLLABORATE

Will Initiate Any Changes and Rates Above Maximum Are Forbidden.

Special Dispatch to THE NEW YORK HERALD.  
New York Herald Bureau, Washington, D. C., Aug. 12.

By a vote of 36 to 20 the Senate tonight wrote into the Fordney-McCumber bill an amendment giving the President of the United States broad authority to revise tariff rates without reference to Congress.

The adoption of the amendment, in a form almost entirely changed from the way it first was proposed by Senator McCumber, followed a bitter all day fight. Its application, furthermore, was restricted to July 1, 1924.

While sweeping authority is bestowed on the President to alter the rates to within 50 per cent. above or below those fixed in the Fordney-McCumber bill, the Presidential power was greatly restricted from that originally proposed. Changes in rates are to be initiated by the United States Tariff Commission, all the proceedings of which are to be published; the President will not be allowed to change the form of any duty or proclaim duties in excess of established maximums, and the difference in the cost of production at home and abroad is to be the measure of the tariff rather than, as originally proposed, the difference in the "conditions of competition."

In the final vote three Republicans opposed the amendment. They were Senators Gooding (Idaho), Stanchfield (Ore.) and McNary (Ore.). The Democratic opposition was solid. The Republicans who voted against the proposal did so because they objected to the basis on which the President was authorized to readjust rates.

**Time Limit Wins.**  
President Harding appeared in the fight when he sent a letter to Senator McCumber endorsing the proposal along the lines of his tariff message to Congress, declaring that unusual economic conditions warranted the unusual action. He asked also that the Tariff Commission be designated as the medium through which the President would act in changing rates.

The Democrats fought the proposal at every stand, first the principle involved and then the details. Senator Reed (Dem., Mo.) branded as a "veto machine" every Senator who would vote for the amendment, which he said violated the fundamental theories of Anglo-Saxon government. The Democrats were unanimous in declaring that the proposal was unconstitutional.

Senator Bursum (Rep., N. M.) obtained the adoption of an amendment limiting the President's power to fix rates to July 1, 1924. The vote was 34 to 19. While the Finance Committee opposed the limitation, eighteen Republicans voted for it. They were Bursum (N. M.), Capper (Kan.), Gooding (Idaho), Harold (Okla.), McCormick (Ill.), McNary (Wash.), Moses (N. H.), Nicholson (Cal.), Norbeck (Neb.), Otis (Neb.), Rayburn (Iowa), Stanchfield (Ore.), Stanford (Ore.), Stirling (Ore.), Sutherland (W. Va.), Wadsworth (N. Y.) and Warren (Wyo.).

**Ends Controversy.**  
The adoption of the Bursum amendment paved the way for the easy victory in the proposal to give the President power to readjust rates. Senators who had opposed the amendment were now in the majority on the ground that a world emergency existed in which a flexible tariff was essential. Without a vote limit the amendment was in danger of defeat. Besides, it was understood that the President would veto the tariff bill unless he received such authority.

When the Senate disposed of the amendment relating to Presidential powers at 8:30 o'clock to-night it passed on to an amendment extending the authority of the Federal Trade Commission to include an agreement to determine whether the tariff bill is being rushed through to final vote the Senate was bound to dispose of this provision to-night.

By a vote of 24 to 18 an amendment of Senator Frelinghuysen (Rep., N. J.) was rejected, although some of the essential features were incorporated in the sections which were rewritten. Three Democrats—Senators Ashurst (Ariz.), Hitchcock (Neb.) and Kendrick (Wyo.)—voted for the Frelinghuysen proposal which was intended to give the Tariff Commission added authority to determine rates on a scientific basis. Proposals to increase the salary of members of the Tariff Commission and to appropriate \$1,000,000 more for its activities were voted down.

To-morrow, when the Senate reverts back to a discussion of rates, in the sundown schedule, an effort will be made to obtain an agreement fixing a day for final vote. The expectation is that final action will be arranged for before the end of next week, not later than next Saturday. With the action proposed the most controverted sections of the tariff bill are out of the way so far as the Senate is concerned.

President Harding, in his letter to Senator McCumber which was read on

## GOVERNOR AND NOTABLES LAND FROM YACHT AFIRE

Miller, Ochs and Peabody Reach Lake George Port After Donning Life Preservers—Resume Their Journey by Automobile.

LAKE GEORGE, N. Y., Aug. 12.—The steamer yacht "Crusier," with Gov. Miller, Adolph S. Ochs, publisher of the New York Times; Charles J. Peabody of the firm of Kidder, Peabody & Co. of New York, and others aboard, caught fire on the lake to-night four miles north of Lake George village. The yacht was hurriedly docked and all the passengers landed. They had strapped on life preservers.

Clouds of smoke enveloped the boat when it was docked near the summer residence of Maurice Hooper of Glens Falls. Although the crew had the fire under control at the time and extinguished it soon after, it was thought best to take the passengers to their destinations by automobile.

The party was returning from Silver Bay where had attended visitors' luncheon ceremonies at the Y. M. C. A. camp. When the first smell of smoke was noticed, some in the party began to joke

## REBELS FIRE CORK; \$10,000,000 LOSS

Flames Sweep Business Area Through Night After Free States Enter.

### TAKE FIFTY PRISONERS

Thirteen Reported Slain and Many Wounded in Capture of the City.

### ILLINOIS LAW BARS UNION

Miss Muriel McCormick Says "Sorry I Wasn't There"—Mother Is Silent.

### Pair Leave on Motor Tour After Ceremony Without Guests in Paris.

By MARTIN H. GLYNN, Former Governor of New York. Special Radiogram to THE NEW YORK HERALD.

Aboard the S. S. Adriatic off New England, August 12 (Saturday).

The explosion on the Adriatic occurred at 1:30 o'clock yesterday morning. Spontaneous combustion in the reserve coal hatch is said to have been the cause. Whatever the cause, its rumblings shook the echoes and its flare of light lit up the sea; but the officers and crew imparted an air of confidence to the passengers, and this helped.

True, the rigging was on fire; true, a terrific explosion had taken place; true, but Capt. David said we were all right, and Capt. David proved right. For two hours we drifted through with the pumps pouring water into that fire, and they were the longest two hours any passenger there ever passed in his or her life.

Then Capt. David comes up out of the grime and dust and says: "All danger is past."

The pumps stop. The engines start. The ship is off. And we all thank God for Capt. David and his efficient crew of White Star officers.

ABOARD THE STEAMSHIP ADRIATIC, off New England, Aug. 11 (by wireless to the Associated Press)—An explosion occurring to-day aboard the steamship Adriatic in the reserve coal hatch killed five members of the crew and injured four others.

The explosion was caused by spontaneous combustion. One of the five of the crew who were killed was believed to have been blown overboard.

The following description of the explosion was given by Martin H. Glynn: "It came like a roar of thunder. The captain of the ship, Hugh R. David, is a strict disciplinarian, and this showed today when he performed great work. He had the fire in the hold under control and the ship again on her way a few hours after the explosion."

The discipline and courtesy of all the officers were admirable, and the members of the crew were true to the best traditions of English seamanship.

The explosion and the attending flash awakened me. I landed on deck to find scores before me, and there we stayed until the sun came up, and what we saw was complimentary to human nature.

"It was a tense time. There was a solemnity, a seriousness in the air, a quietness of speech, a hush of expectancy and a looking of fate in the face. No whimpering, no sobbing, no hysterics, no wailing, no word of complaint."

**Woman's Voice Reassures.**  
"Then, while the boat was still drifting and the pumps plugging away, from out of the shadows came the beautiful voice of a woman, who said: "Capt. David will pull us through all right."

"A man next to her repeated it. Then some one else took it up, and so it went from lip to lip, down the line and around the deck. 'Capt. David will pull us through all right.'"

"To-day while the sun was sinking two of the victims, enshrouded in the Union Jack, were consigned to the vaults of the deep. Nearly 1,400 people stood in reverential attitude as the bodies slipped over the side of the ship for which they had given their lives."

Passengers raised \$2,000 to care for families of the dead and injured.

The White Star Line steamship Adriatic is making for this port under full speed, despite her misfortune.

The first word of the ship's trouble was so vague and the radio message so brief that it was feared yesterday afternoon that a disaster was occurring.

## ADRIATIC WITH FIRE IN HOLD RAGES HERE; FIVE DEAD IN BLAST

Liner From Liverpool Safe After Explosion, Due To-morrow.

### GLYNN SENDS REPORT

Former Governor Describes Scene When 1,402 Lives Were Imperiled.

### VICTIMS BURIED AT SEA

Passengers, All Safe and Grateful, Raise \$7,000 for Victims' Families.

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While traveling at full speed about 1,200 miles from New York a sudden explosion shook the big ship and fire followed swiftly. Wireless messages were immediately sent, giving the position of the liner at 51-41 west and 41-23 north.

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Continued on Second Page.

## Edison Proudly Bites Off Chew From Tobacco, Gift of President

Thomas A. Edison made known yesterday to friends and associates who gathered at West Orange, N. J., that he owes to President Harding one of his most prized possessions. It is a big black plug of chewing tobacco which Mr. Edison received a year ago when he and President Harding and Henry Ford and Harvey Firestone went camping in the Cumberland Mountains.

The plug is still valuable and the inventor expects to have it for some time. Yesterday was the occasion of the forty-fifth anniversary of the invention of the Edison lamp and many of those interested in the Edison industries were present to observe it.

## RAIL EXECUTIVES VOTE MODIFIED ACCEPTANCE OF PRESIDENT'S PLAN; BIG FOUR WALKOUTS GROW IN WEST

### FLOUT LEE'S ORDER

Brotherhoods Quit on Milwaukee and Santa Fe as They Are Ordered to Work.

### 27 BOMBS ARE THROWN

U. S. Marshal Is Hurt in Night Disorders at California Shops.

### CONSPIRACY IS CHARGED

Railroad Says Men Were Told to Walk Out by National Union Leaders.

### CHICAGO, Aug. 11.—Reports received

here by railroad officials announce that walkouts of brotherhood men are continuing. Effective at 1 o'clock to-morrow morning brotherhood employees of the entire Milwaukee division of the Chicago, Milwaukee and St. Paul Railroad were scheduled to walk out. Men who were on trains when the order was issued were directed to leave them when the trains reached their terminals.

From Los Angeles H. P. Matthews, general coast lines chairman of the Brotherhood of Railway Clerks, sent out a telegram authorizing brotherhood clerks on the Santa Fe coast lines to walk out if working under "hazardous conditions." At Prescott, Ariz., members of the "Big Four" Brotherhoods employed on the Santa Fe left their posts to-day.

A complete stoppage of passenger traffic on Union Pacific and Santa Fe lines in Los Angeles was threatened with the receipt of news that firemen and switchmen on the Union Pacific at Ogden had gone on a strike.

**Armed Guards Blamed.**  
Members of the "Big Four" brotherhoods at Needles, San Bernardino and Barstow have left their posts because of the presence of armed guards in the railroad company's yards and decline to return, it was stated, until the guards are removed and dangerous equipment repaired.

At Fresno the entire yard force has quit, according to dispatches, because of the presence of guards. The same situation exists at Needles. All the workers have left their posts because of the presence of armed guards.

It was announced by officials of the Santa Fe to-night that it had received a telegram from W. G. Lee, chief of the Brotherhood of Railway Clerks, in which he advised them that he to-day had notified trainmen who left the Santa Fe's Western lines that the suspension of work is unauthorized and ordered them to return.

The message from Mr. Lee was received after telegrams had been sent to brotherhood chiefs on the Santa Fe that the railroad men had been suspended without any grievances having been submitted, and that the men who were guarding railroad property, concerning which complaint had been made when the men quit work, were for the most part Deputy United States Marshals, Sheriffs and other local peace officers.

A reply from these brotherhood officials stated that the matter was being referred to the higher brotherhood officers. It was said that no messages had been received from the chiefs of other train service brotherhoods.

**Say Walkout Was Ordered.**  
Special Dispatch to THE NEW YORK HERALD.  
YORK HARBOR, Me., Aug. 11.—In a series of burglaries here within the last twenty-four hours the summer home of Allan A. Ryan of 39 East Thirty-eighth street, New York, was broken into by a porch climber during the night. Mrs. Ryan said that the amount of jewelry that was stolen cost her \$15,000 years ago and was probably worth \$30,000 to-day. Only bracelets valued at \$2,000 were insured.

Mrs. Ryan added that the burglary was a very hard blow to her owing to the failure of Mr. Ryan. She wanted it made plain that there was only \$2,000 insurance on the jewelry.

Mrs. Ryan is at York Harbor for the summer with her six children. Mr. Ryan is not here.

A reward of \$700 has been offered by the town authorities. They have found footprints of the burglars. Mrs. Ryan seems to be of the opinion that the job was done by taxicab drivers, as the window sills where they entered had motor grease stains. She thought the drivers might be from New York, as she employed taxicabs on numerous occasions to take her to and from the theater while in the city.

In Mrs. Ryan's collection of jewelry stolen are bracelets, rings, watches and lavallieres.

The summer home of H. Blanchard Dominick of 11 West Forty-ninth street, New York, was also broken into and a large number of valuable pieces of jewelry were stolen. Mr. Dominick gave no estimate of the value.

The summer home of Mr. William E. Curtis and Miss Elizabeth Curtis that adjoins the Dominick summer home was also visited by the burglars. The Curtis family live at 529 Park avenue, New York.

Miss Elizabeth Curtis said the earrings that were taken will prove valuable to the burglars as far as pawning them goes, but that they are valuable to any collector of antique jewelry.

The earrings were made in the year 1530 and are of a Spanish design that is hardly visible without the use of a microscope.

The county authorities are doing all in their power in trying to apprehend the burglars. According to Sheriff E. I. Jones of Kennebunkport that summer resort also has been visited by burglars. Fred Marshall, Sheriff of the county of York, thinks the burglaries were committed by persons familiar with the homes of the New York people who were summering here.

**AMERICAN GLIDING MACHINE DAMAGED**  
Allen Flies 107 Seconds, Regaining Lead in Contest.

CLEMONTE-DEBRAND, France, Aug. 11 (Associated Press).—Edmund Allen, representing the United States in the gliding competition, damaged his machine when starting his fourth flight of the day. Previously he had made his best record, flying for 107 seconds.

Allen's machine was damaged through a sudden lessening of the wind, which made it impossible for the plane to leave the ground. The machine rolled down hill and collided with a group of men in its path. Mr. Allen was not injured.

Continued on Second Page.

## GOVERNMENT TO CHECKMATE STRIKE VIOLENCE BY ACTION

Special Dispatch to THE NEW YORK HERALD.  
New York Herald Bureau, Washington, D. C., Aug. 12.

A n official statement was made from the White House after the Cabinet meeting to-day to the effect that "there can be no strike anywhere of any character which will prevent the Government authorizing the agents of law and order to protect both life and property."

This statement was construed as a direct reply to statements of the brotherhood leaders that men should leave wherever their lives are in danger. There have been many statements of armed guards menacing the safety of railroad employees at work.

The Cabinet gave its entire time to-day to discussion of the industrial situation. The President, however, has not yet developed a definite program of legislation.

No determination was reached as to what should be done with the appeal from the Governors of five States to the President asking that he take over the mines.

It was also made known from the White House that the Administration "is not going to be involved in any posturing or any utterance of threats in either the coal or railroad strikes." The statement was made because, it was said, a lot of people felt that the President should show his teeth or wave a big stick and go about brandishing it in some threatening way, but the Administration is going to try to do things instead of threatening to do them.

## MRS. ALLAN A. RYAN HARDING PROPOSED AS STRIKE DICTATOR

York Harbor Burglars Also Enter Homes of H. B. Dominick and W. E. Curtis.

### ONLY \$2,000 INSURANCE MIGHT TAKE OVER MINES

Stutz Promoter's Wife Says Loss Is Especially Hard on Top of Failure.

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The county authorities are doing all in their power in trying to apprehend the burglars. According to Sheriff E. I. Jones of Kennebunkport that summer resort also has been visited by burglars.

Allen by to-day's flights recovered his lead in the contest, making the time he had been in the air on his combined flights 12 minutes and 37 seconds.

Francis Chardon, the Swiss pilot, is close behind him.

L. Bossourot, representing France, made the longest flight of the meeting, remaining in the air 151 seconds.

Allen's machine was damaged through a sudden lessening of the wind, which made it impossible for the plane to leave the ground. The machine rolled down hill and collided with a group of men in its path. Mr. Allen was not injured.

Continued on Second Page.

## WILL REHIRE MEN

Executives Say Strikers Will Get Jobs If New Help Can Be Taken Care Of.

### FIRM ON SENIORITY

Won't Arbitrate, but Will 'Do All Possible' for Work-ers Who Lost Rights.

### MEETING LASTS 7 HOURS

Reply Will Be Handed to President To-day and Terms Made Public.

A committee representing the Railway Executives Association will call on President Harding at the White House to-day and present the executives' reply to the President's request that the railroads reemploy their striking shopmen and leave the question of seniority rights to the railway labor board.

Their decision will not be announced officially until 4:30 o'clock this afternoon when it is made known to the President. It was ascertained unofficially, however, that the reply will be a modified acceptance of Mr. Harding's terms. It is understood the railroads will not agree to submit the seniority dispute to arbitration, but will agree to take the strikers back, provided the men hired in their places can be taken care of.

According to Robert S. Binkerd, assistant to the chairman of the executives' association, their position is "consistent with the President's proposals and not antagonistic to the action of the railroads on August 1," when they unanimously refused to restore the seniority rights of the 400,000 shop workers who struck on July 1.

**Debate Lasts Seven Hours.**  
A debate of seven hours preceded the drafting of the letter to Mr. Harding. Officials of 148 railroads met at 11 o'clock yesterday morning in the New Haven board room at the Grand Central Station and remained closeted until 6:30 P. M. when a final vote was taken.

According to a member of the association the compromise won by a "substantial majority." A substitute reply rejecting the President's plan was voted down.

L. F. Loree, president of the Delaware and Hudson Company and chairman of the Eastern Railway Presidents' Conference, favored an unconditional refusal to negotiate with the strikers. He has been the leader of the "no surrender" party throughout. After the meeting Mr. Loree said:

"I have no comment. I am a member of the association and I shall stand by the vote."

**Cuyler's Statement.**  
Thomas DeWitt Cuyler, chairman of the association, issued the following statement:

"At their meeting to-day the railway executives gave to the proposal of the President, dated August 7, 1922, the thorough and conscientious consideration to which it was entitled. They took into their consideration all the elements in the situation which affect the public welfare and arrived at a conclusion which they will present to the President of the United States."

"For the purpose of making this presentation the following committee has been appointed: Thomas DeWitt Cuyler, chairman, Association of Railway Executives; Howard Elliott, chairman, Northern Pacific Railway Company; John W. Atterbury, vice-president, Pennsylvania System; C. H. Markham, president, Illinois Central Railroad Company; and A. H. Smith, president, New York Central."

"This committee will call on the President to-morrow at 4:30 P. M. The action of the railway executives cannot be made public until it has been submitted to the President."

The committee will take the early morning train for Washington.

**Diverse Views at Meeting.**  
The meeting yesterday, as predicted, developed distinct lines of opposition—the coal carriers and the grain carriers. The former, led by Loree of the Delaware and Hudson; Gen. Atterbury of the Pennsylvania; F. D. Underwood, president of the Erie; and other Eastern executives, were in favor of a finish fight with no favor shown to the strikers. The northern and western executives, under the leadership of Howard Elliott, Northern Pacific, leaned toward compromise along